

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Application of: James F. Stelzer et al. Art Unit: 1724
Serial No.: 10/823,934
Filed: April 14, 2004
Confirmation No.: 5288
For: ENGINE AIR FILTER AND SEALING SYSTEM
Examiner: Minh Chau Thi Pham

February 6, 2007

COMMENTS ON STATEMENT OF REASONS FOR ALLOWANCE

TO THE COMMISSIONER FOR PATENTS,

SIR:

Applicant acknowledges receipt of the Notice of Allowance and Fee(s) Due and the Notice of Allowability dated November 7, 2006.

The reasons for allowance set forth in the Notice of Allowability are inaccurate. The claims are allowable because U.S. Patent No. 3,449,891 (Shohet et al.) fails to disclose or suggest an air induction system for an aircraft engine to remove contaminants from intake air and deliver the air to the engine as recited in independent claim 23. The claimed system comprises:

a nacelle comprising a housing having outer sides and a hollow interior, at least one side having an opening with a filter panel mounted therein for receiving intake air into the housing, an exit opening located in the housing for discharging air received into the housing through the filter panel toward the engine, a flange projecting axially from the housing and extending around the exit opening in the housing;

a transition duct for directing intake air exiting the exit opening of the housing toward the engine, the duct being attached to and supported by the engine, a portion of the duct being positioned through the exit opening in the housing and suspended within the opening, an outer surface of the duct being spaced from an edge of the exit opening so that the duct can move conjointly with the engine and with respect to the nacelle without the duct engaging the housing of the nacelle, the portion of the duct received in the housing having a bell-mouth shaped end for receiving intake air; and

a flexible and resilient seal positioned between the housing of the nacelle and the duct for preventing entry of unfiltered air through the outer surface of the duct and the edge of the exit opening, the seal extending around the outer surface of the duct such that the seal is not exposed to air flowing in the flow path inside the duct, the seal being formed from an elastic material for permitting relative movement between the duct and the housing of the nacelle while maintaining an airtight seal between the duct and the housing, the seal being stretchable to about twice its unloaded length without damaging the seal, the seal including a slack portion equal to about twice the length required for the seal.

Respectfully submitted,

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